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The Daily Press.

HONGKONG, SEPTEMBER 25TH, 1906.

The London Daily Telegraph, following the lead of the German Post, is evidently satisfied that China's new army will prove a serious handful for the first Power that engages it in battle. The article, reproduced elsewhere, bears indications of being well informed, and is noteworthy because its estimate is so different to that generally adopted by observers on the spot. It will be remembered that the last manoeuvres gave rise to a chorus of admiration, in the midst of which our Tientsin correspondent's less enthusiastic comments were practically drowned. The approaching autumn manoeuvres are already drawing particular attention to the question, with which "W. F." in the *Pall Mall Gazette* dealt last month somewhat bewilderingly. Those who studied his figures and deductions as reproduced the other day in our columns will remember that "W. F.", who formerly disbelieved in China's power to raise an effective national army, had changed his mind. He said:

"The item of rifles and ammunition would mean that a minimum expenditure of, say, £3,500,000 would have to be met during and at the completion of their manufacture. There were no such sums available, of course, hence the writer has hitherto maintained that, so far from China's new army being on the road to realize the 'Yellow Peril' romance, about nine divisions, say 90,000 effectives, was its limit; and even to raise those she has had to do so by her coining. There is little doubt as to her possessing the material both in quality and quantity, even if—as is probable—less than 2 per cent of her enormous population can be relied upon to 'look the foreigner in the eye'; still that would mean a total of seven millions of men in the prime of life (which the writer has found to be between the ages of twenty-two and thirty-six, for military purposes), and this would easily allow of three years' 'ban-

and nine years' reserve service. Of course, in furnishing information regarding such a matter, the ordinary native, however well informed, is rather at a loss; but even if he errs in detail the writer is convinced that he has got hold of the main lines of the new military machine which in nine years' time could give China 1,350,000 splendid troops."

This sort of opinion seems to be growing more and more prevalent; and it is only reasonable that we should reconsider the position with a view to noting if there be any newer information that should modify our previous scepticism. Even though we are promised another decade before the Chinese army ceases to be a negligible quantity, we cannot afford to ignore it if a real change is likely to have been then taken place. Reviewing the various references of the kind to which we have referred, it is not easy to see what has happened in the meantime to inspire them. The yellow peril has not become appreciably yellower. There are two Vice-regal Armies, and an imposing lot of native volunteers at Shanghai, but we are still a long way from beholding a national army. The unity necessary is as much lacking as ever it was. The boycott last year was to have proved the existence of this national spirit. The evidence cannot be said to have been overwhelmingly convincing. And it needs even better organization to make an army. There is no evidence that the Chinese hereditary contempt for soldiers and soldiering has given way to the fighting instinct; and we leave it to Viceroy Yuan to say if he has succeeded altogether in rooting out the ideas and the policy which militate against his ambition to produce a force that is brave, honest, and full of esprit de corps. If Dr. Morrison is to be trusted, His Excellency must acknowledge that even his success, based on much care and labour, has been only partial. Deserters and "squeezers" are still heard of, in numbers too great to be overlooked. It is further alleged that last year's manoeuvres in the north, which evoked such an outburst of praise, were on a par with the infants' drill at a Kindergarten prize-giving entertainment, the result of many rehearsals. Real precision and discipline as understood by the European soldier were undreamt of. Doubtless the armament has improved, and the forthcoming manoeuvres will afford an opportunity for the naturally curious foreigner to satisfy himself as to what has been going on. We hope that it will not be said again, as was said of the accounts of last year's manoeuvres, "that much of this exaggerated eulogy was due to the exceptionally hospitable treatment which one and all received from the hands of His Excellency YUAN. There was what the late Poet Laureate calls 'a vinous mist' between the onlookers and the most delicate of the manoeuvres, and it is difficult to see clearly through such a medium. It was allowed on all sides that great strategy was shown on the occasion, and that it had its full effect on the correspondents was evident from their reports. It is, moreover, conceded that there is, in the breezy autumn atmosphere of the northern provinces, an exhilaration which can only be likened to the effect of dry champagne." With, however, the best of reasons for reporting a really notable Chinese military progress, we should still have to remember that Russia had a paper army of illimitable force, unconquerable; we should have to reflect on its recent failure to justify its reputation; and we would be unable to forget that the same causes and reasons exist also in China, and apply equally to any army that we can at present imagine China as likely to produce.

Official returns issued yesterday show that the Colony continues free from infectious disease.

The schedule of the Hongkong Horticultural Society has been issued, announcing that the exhibition is to be held in the latter part of February, 1907. The secretary, Mr. F. Howell, invites suggestions.

At the offices of the Public Works Department yesterday afternoon, Garden Lot No. 29, situated near Inland Lot No. 1711, Bowen Road, was let by public auction sale. The lot contains 10,700 square feet and carries an annual Crown rent of \$24. The upset price was \$535. It was bought by Mr. Young Sai-nam for \$535.

The directors of the Fatsan-Samsui Railway are considering means to repair that line, but the cost will amount to \$1,050,000 and they are discouraged. They will try to repair it in small sections and finish the whole work that way. The result of such tactics can be easily foreseen and would result in serious damage, says the *Canton Daily News*. The Yuet Han Railway Co. is trying to purchase the railway and has asked Viceroy Shun to delegate a person who will appraise it.

Every summer a self-sacrificing Paris doctor puts on a top hat on one of the hottest days and goes out to test the temperatures inside it. This time he announces the following figures. In the Bois de Boulogne, on a morning when the thermometer in the ordinary shade stood at 77 Fahrenheit, the temperature registered in the shade of the top hat was 83.6. At two p.m., on the Place de la Concorde, it was 107.6 inside the hat. From four to five, in the comparative cool of the oblique of the Louvre, the thermometer showed a head still 96.8. Finally, after dark, in the Luxembourg Gardens, the top-hat temperature had not gone below 87.8. What would it be in Hongkong?

The Lord Chief Justice of England has dismissed an action by the Salt Union, Limited, against Messrs. Brunner Mond, Limited, claiming damages estimated at more than £38,000, and an injunction restraining defendants from further abstracting brine to the injury of the plaintiffs. The plaintiffs and defendants are owners of the adjoining salt-producing areas in Cheshire, and plaintiffs' case was that defendants had inflicted serious injury on them by pumping brine, which came from their property, in such a way as to cause injury to their land and buildings by subsidence. His lordship held that plaintiffs had failed to prove any actionable wrong, and dismissed the case with costs.

Messrs. E. Meyer & Co., a German firm at Chemnitz, have inaugurated a regular line between Shanghai, Chefoo and Tairen (Dalny), and another line between Shanghai, Chefoo, Chemnitz, Nagasaki, Fusan, Wonsan and Vladivostok. Three German steamers are employed on these lines. One of them entered Tairen on the morning of the 9th and left for Chefoo at 4 p.m. She is the first foreign steamer entering Tairen since the port was opened to international trade. The two other steamers will call at Tairen fortnightly. At present it is hopeless to expect either cargo or passengers between Tairen and Vladivostok, but as Tairen is a free port the future trade between Tairen and Shanghai is of importance for these German steamers.

By a special Bill in Congress, plans have been sanctioned for an entrance to New York Harbour with all the features of what may be termed an ocean boulevard. The cost will be \$700,000, and the boulevard will be 2,000 feet wide, forty feet deep, and 8 miles long. At the sea entrance to the channel modern light vessels will be placed, and directly in line with it a beacon light on Staten Island, midway in the channel two range lights will be placed, so that the navigator can never lose his range, no matter what the weather may be. In addition to the principal lights, small buoys will be fixed all along the channel, making the route as light as day. These on the Brooklyn and Coney Island side will be red, and those on Staten Island side white.

The Boston S.S. Coy.'s steamer *Lyra* ran into the tail of the same typhoon that struck Hongkong, according to Capt. Williams. That was on the 17th, in the Formosa straits. He reached Manila safely.

One of the Japanese sealers from the Alonians has reached Japan. The crew state that when their mates were fired on by the Americans they had merely gone ashore to get water. This story is not believed, even in Japan.

The *China Times* says that the late Mr. Louis Spitzel was "a tool rather than an adviser" of Li Hung-chang. He was not locally regarded as an authority on things Chinese, but was considered a clever businessman and a "good fellow."

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Dr. F. E. Hinckley, the new clerk of the United States Court at Shanghai, obtained his degree of Doctor of Philosophy at Columbia University. He has written a work on American Consular Jurisdiction in the Orient, having made a special study of the matter for several years. His large knowledge of this subject gave him the opportunity to be selected as clerk of the new court at Shanghai, of which Judge Wilsey, formerly of Manila, is judge.

An American technical magazine has recently been full of denunciations of the proposal to adopt the metric system, not because the metric system is not good in itself, but because of the delusion it would involve. It remains to be seen whether the Americans will be more pliable in the matter of spelling "reform" than they have been in the alteration of weights and measures, or whether they will regard the President's pronouncements as one of those little foibles from which not even the greatest are exempt.

For several months before the close of the fiscal year 1905-06, the prediction was made in the United States of America that the foreign trade of the nation would be found to be very close to the three billion dollar mark if it did not exceed that sum. The figures are now published, and they foot up the tremendous total of \$2,970,378,991. In other words, they come within \$30,000,000 of the amount predicted. Of this immense total the value of American exports, including merchandise and staples of the soil, was \$1,743,763,612.

The Viceroy Yuan Shih-kai evidently thinks that the foreign Consuls in some of the Treaty Ports have taken unto themselves greater power than that which is generally assigned to Consuls in other countries. They decide questions which require higher than Consular authorities to pronounce judgment on. To remedy this evil, which interferes greatly with the exercising of power and dispensation of justice by the Chinese Government, the Viceroy of Chihli has instructed four mandarins, all graduated law students from Japan, to examine into the proper scope of the Consular authority with a view to curbing their excessive power.

Every summer a self-sacrificing Paris doctor puts on a top hat on one of the hottest days and goes out to test the temperatures inside it. This time he announces the following figures. In the Bois de Boulogne, on a morning when the thermometer in the ordinary shade stood at 77 Fahrenheit, the temperature registered in the shade of the top hat was 83.6. At two p.m., on the Place de la Concorde, it was 107.6 inside the hat. From four to five, in the comparative cool of the oblique of the Louvre, the thermometer showed a head still 96.8. Finally, after dark, in the Luxembourg Gardens, the top-hat temperature had not gone below 87.8. What would it be in Hongkong?

The Lord Chief Justice of England has dismissed an action by the Salt Union, Limited, against Messrs. Brunner Mond, Limited, claiming damages estimated at more than £38,000, and an injunction restraining defendants from further abstracting brine to the injury of the plaintiffs. The plaintiffs and defendants are owners of the adjoining salt-producing areas in Cheshire, and plaintiffs' case was that defendants had inflicted serious injury on them by pumping brine, which came from their property, in such a way as to cause injury to their land and buildings by subsidence. His lordship held that plaintiffs had failed to prove any actionable wrong, and dismissed the case with costs.

Messrs. E. Meyer & Co., a German firm at Chemnitz, have inaugurated a regular line between Shanghai, Chefoo and Tairen (Dalny), and another line between Shanghai, Chefoo, Chemnitz, Nagasaki, Fusan, Wonsan and Vladivostok. Three German steamers are employed on these lines. One of them entered Tairen on the morning of the 9th and left for Chefoo at 4 p.m. She is the first foreign steamer entering Tairen since the port was opened to international trade. The two other steamers will call at Tairen fortnightly. At present it is hopeless to expect either cargo or passengers between Tairen and Vladivostok, but as Tairen is a free port the future trade between Tairen and Shanghai is of importance for these German steamers.

By a special Bill in Congress, plans have been sanctioned for an entrance to New York Harbour with all the features of what may be termed an ocean boulevard. The cost will be \$700,000, and the boulevard will be 2,000 feet wide, forty feet deep, and 8 miles long. At the sea entrance to the channel modern light vessels will be placed, and directly in line with it a beacon light on Staten Island, midway in the channel two range lights will be placed, so that the navigator can never lose his range, no matter what the weather may be. In addition to the principal lights, small buoys will be fixed all along the channel, making the route as light as day. These on the Brooklyn and Coney Island side will be red, and those on Staten Island side white.

The Boston S.S. Coy.'s steamer *Lyra* ran into the tail of the same typhoon that struck Hongkong, according to Capt. Williams. That was on the 17th, in the Formosa straits. He reached Manila safely.

One of the Japanese sealers from the Alonians has reached Japan. The crew state that when their mates were fired on by the Americans they had merely gone ashore to get water. This story is not believed, even in Japan.

The *China Times* says that the late Mr. Louis Spitzel was "a tool rather than an adviser" of Li Hung-chang. He was not locally regarded as an authority on things Chinese, but was considered a clever businessman and a "good fellow."

Dr. F. E. Hinckley, the new clerk of the United States Court at Shanghai, obtained his degree of Doctor of Philosophy at Columbia University. He has written a work on American Consular Jurisdiction in the Orient, having made a special study of the matter for several years. His large knowledge of this subject gave him the opportunity to be selected as clerk of the new court at Shanghai, of which Judge Wilsey, formerly of Manila, is judge.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SHIPBUILDING STRIKE IMMINENT.

LONDON, September 24th.

Ten thousand shipbuilders on the Clyde have notified their intention of going on strike unless their wishes are met.

THE CUBAN REBELLION.

LONDON, September 24th.

It is expected that peace will be restored in Cuba without American intervention.

In fighting which has taken place 10,000 whites have been killed, and many negroes.

THE NEGRO QUESTION.

LONDON, September 24th.

At Atlanta [Georgia?] a race war is feared.

THE SULTAN ILL.

LONDON, September 24th.

The Sultan of Turkey is ill. He is believed to be suffering from cancer in the kidneys.

[REUTERS' SERVICE.]

USSIA.

LONDON, 22nd September.

It has now been learned that the reason the Tsar did not attend the funeral of the late General Trepoff, was the discovery, at the last moment, of a deep-laid revolutionary plot. Many arrests have been made, including several palace servants.

THE SAN FRANCISCO OVERLAND ROUTE.

ITS AGENT BUSY AS USUAL.

We are indebted to Mr. T. D. McKay, the genial Passenger Agent of the San Francisco Overland Route, for a handsome map of the United States issued by the world famous Pennsylvania Railroad Company. The map is an excellent production and we are assured that the topography is correct. The various lines of the Great Trans-Continental railways are given also the principal steam routes on the Great Lakes, Atlantic, Gulf and Pacific Seaports, and the various round the world lines of steamers are shown. The Pennsylvania is one of the best known to tourists to America as it is the main artery leading into the Capital at Washington and passes through the industrial city of Pittsburgh, the Birmingham of the United States. The line is known all over the world for its speed, efficient service, and luxuriousness of travel comfort.

It is already the most popular highway between the West and East in America, and with its extensive connections affords the traveller a variety of routes across the Continent, all finally conducting him into the great trade centres in the East, New York, Baltimore, Philadelphia and Boston.

THE "MOLDAVIA" IN THE FAR EAST.

WAS IT A PIONEER TRIP?

The big P. & O. ship, *Moldavia*, has returned to Colombo after her maiden voyage to the Far East, undertaken, says the *Ceylon Weekly Times* with the ostensible object of educating the Eastern ports in the possibilities of comfort and speed attainable by travelling in the bigger P. & O. vessels.

There has been much speculation in Colombo and elsewhere as to the reason which induced the P. & O. Company to send the *Moldavia* out to the China seas. Everybody who ought to know all about it shrugs his shoulders and professes to have no idea, but it is not pretty clear that the voyage was a feeder, to ascertain whether it would be worth the Company's while to offer the Far Eastern passengers the advantages which the Company now affords to Australians of going home and back in the bigger ships without transshipment in Colombo. The German steamers at present attract a much larger measure of passenger traffic between China and Europe, because they are able to give their passengers a straight unbroken run. The P. & O. Company probably believe they would change that if they could only save for passengers the unpleasant transshipment at this port.

There is nothing surprising at the success of the *Moldavia*'s mission to the Chinese waters. She is a fine big ship, roomy, comfortable, well-appointed, with a splendid service and genial officers. We shall await the further developments of the P. & O. designs with interest and assurance.

THE TYPHOON.

HARBOUR OFFICE NOTES.

The fairway is being rapidly cleared of wreckage, but there are several junks which cannot be towed away and which must be blown up.

Hopes are still entertained that the *Sau Cheong* may be raised and divers are at present working where she lies.

The "Stanley" has gone to Waglan light-house with relief a day in advance. The explanation is that a Chinaman, dangerously injured, has been picked up there.

In connection with the scheme of relief for former junk and lighter owners it is interesting to note that a new design of lighter is under consideration by the Harbour Master. While affording suitable living space on board it will be generally of greater convenience than the present style of lighter.

Preparations were made for another typhoon on Sunday night or Monday morning, but fortunately there was no such visitation, although the wind was blowing rather strongly, and the sea was very rough.

LOOTERS STILL ACTIVE.

Notwithstanding the activity of the police, looters continue their nefarious work, and daily the number of persons charged at the Magistracy on this count is increasing. It is believed that many unprincipled coolies have made large sums of money from proceeds of the looting they have stolen. The police on night duty at Kowloon have surprised numerous gangs burying stolen treasure at night, and much valuable property has been recovered. Many coolies are leaving companies in which they have been employed, to take a hand at the more lucrative, although illegal, business of looting. Even some of the Indian police are unable to withstand the temptation. Yesterday the magistrates dealt with over eighteen cases.

An Indian sergeant from Test-tze-mai, near Quarry Bay, was charged with stealing four bags of sugar and \$81 from a ship in district. The hearing of the case was adjourned. At Kowloon City, two natives were arrested for being in unlawful possession of \$1,300 worth of chemicals. They had no defence and were each fined \$25. Among the many cases from Kowloon was one in which a coolie was caught stripping copper from the bottom of a lighter on the beach. He was fined \$25, and set in the stocks for six hours at a point from which it was convenient for him to view his ill-advised handiwork. A Chinese constable at Yau-mai, who attempted to arrest four men with a bag containing four thousand old coppers in their possession, was severely handled by the looters. Before they could escape with their treasure, however, their arrest was effected. They were each sentenced to a month's imprisonment and six hours' stocks. In other cases which were heard the defendants were fined in amounts ranging from \$5 to \$25.

MORE STORIES OF HEROISM.

Although late in the day, stories of heroism in the storm still come to hand. The launch "Enoch" was among other craft taking shelter in the Naval yard when the typhoon was at its height. A number of sampans there were knocked against each other by the fury of the waves, and one containing a woman and three children was smashed to pieces, and the occupants left struggling in the water. Seeing their predicament, Mr. W. Baker, engineer in charge of the "Enoch" immediately jumped overboard and swam to their assistance. He succeeded in rescuing all four, and it is recorded that when safely landed the woman wrapped twenty cents in a piece of joss paper and handed it to her preserver with the remark "fungshui." Mr. Baker's action was a praiseworthy one, seeing the risk he ran of being hurt by the floating wreckage.

TEACHEROUS HAVENS.

Causeway Bay and Chinwan Bay in the New Territory, are generally supposed to be havens in which lighter craft can find protection from a storm. That they have afforded safety during previous storms is well known, but in the last the vessels lying in these refuges met the same fate as those exposed.

A POLICE LAUNCH THAT SURVIVED.

We are pleased to be able to state that police launch No. 3, in charge of Constable Boulger, which was supposed to have foundered at Tai-po, rode safely through the storm. With two anchors down, the crew managed to keep her head to the gale, and steamed against it until the wind and sea had spent themselves. "It was an anxious time," said constable Berry who was aboard, "and I wouldn't like to have to go through it again."

SALVAGE AT KOWLOON.

The boisterous weather of the last few days has considerably delayed the work of salvaging, and of recovering the dead. A salvage steamer is at work trying to refloat the "Petrarch", while a dredger on which about a thousand coolies are employed is busily engaged cutting a channel by which it is hoped to tow the "Kinshan" into deep water. For miles along the Kowloon foreshore is strewn with wreckage, the removal of which will not be accomplished for months. The soldiers have been withdrawn from the work but gangs of coolies are still busily engaged. On Sunday the Tang Wa hospital boats were obliged, owing to the choppy sea, to discontinue their search for the dead. The last raft towed ashore carried 50 corpses. The boats resumed the work yesterday.

AT WANCHAI.

The police are still toiling among the wreckage in the East. At Jardine's Point ten dead bodies were recovered from the debris yesterday. The work, however, is hard, as numerous anchors and a considerable portion of the Praya wall which collapsed have to be removed at low tide.

The return of visitors to the City Hall Library and Museum for the week ending the 23rd Sept., 1906, shows that of non-Chinese there were 276 to the Library and 86 to the Museum; and of Chinese 154 to the former and 1,841 to the latter. The Library was, therefore, used by 440 persons and the Museum by 1,927.

THE OBSERVATORY.

We learn that the Chamber of Commerce has selected Captain A. McIl. Sommerville of the China Navigation Company's S.S. "Teon" to serve on the Commission appointed to inquire into the workings of the Hongkong Observatory.

ANOTHER PULPIT REFERENCE.

In his sermon at the Wanchai Wesleyan Church on Sunday, the Rev. C. Bona, while referring to the great loss of life in the recent typhoon, said the most conspicuous life taken from us was that of the late Bishop of Victoria, about whose fate there could be, alas, now no doubt. The sympathy of a sister Church was offered to the Anglican Church in its great bereavement, and also publicly proffered to the bereaved family which had lost its head and its support. Reference was made to the noble way in which the Bishop had met his death. There were those who were wont to say that Missionaries were not always the most self-sacrificing of mortals. Be that as it may, here at least was an example which would stand for all time, of the Head of a great Church engaged in visiting small groups of Chinese Christians, and who had lost his life in the discharge of that duty. It was after all a grand reply to those who at times are apt to be cynical. Reference was also made to others who had been taken from our midst, who were dear to some mother, wife or sister—perhaps to children also—and so we all were that day bowed down with a great grief. The losses among the Chinese were terrible to contemplate. As men, however, we could not go on mourning all our days, and we must be up and doing.

CAPTAIN MEAD FOUND.

The body of Captain Mead, late master of the steamer "Kwongsho" is believed to have been discovered. It was found on September 24th yesterday morning, and was unrecognisable but for certain wearing apparel.

THE MISSING AND THE DEAD.

Till Sunday evening the number of persons reported missing, the number of bodies recovered and the number of boats lost was as under:

REPORTED MISSING	BODIES RECOVERED	BOATS LOST
Central	212	11
Wanchai	81	48
West Point	38	4
Hangchow	37	36
Water Police	201	88
Yau-mai	43	45
Stanley	4	2
Kowloon City	32	3
Shankwan	410	6
Aburdeen	84	28
Other Stations	50	20
Tung Wah Hospital	250	190
	1219	511

BURIAL OF FRENCH SAILOR.

The body of one of the victims of the typhoon, one of the crew of the ill-fated *Fronde*, was buried yesterday at the Happy Valley in the Roman Catholic Cemetery. The coffin was brought ashore at Arsenal Street and placed on a hearse alongside which marched a number of the crew with arms reversed. A large body of men followed, this being joined by a numerous British naval detachment.

SYMPATHY FROM SINGAPORE.

His Excellency the Governor has received a telegram from His Excellency the Governor of Singapore to the following effect:

Legislative Council desire to express deep sympathy with sufferers in recent typhoon ANDERSON.

To which His Excellency has replied as follows:

Am most grateful to Colony for expression of sympathy which I will communicate to Colony.

NATHAN.

CHINESE SYMPATHY.

His Excellency the Governor received a visit yesterday morning from Commodore Lin Chiao Chuei conveying a message of sympathy from His Excellency the Viceroy of the Two Kwang. This message would have been conveyed by telegraph but for the breakdown of communication.

H.E. the Viceroy has also sent a contribution of \$3,000 to the Relief Fund and offered the services of two gunboats.

WASHED UP AT MACAO.

TWO EUROPEAN BODIES.

We are in receipt of authentic information to the effect that over twenty bodies have been washed up at and about Macao.

Of these two were Europeans. One found on the beach at Collova, was a bearded man dressed in a pair of khaki trousers. He was probably a sailor.

The other, found at Cacilhas, not far from the bathing beach, is described as a clean-shaven man wearing only a singlet. As it was reported that Bishop Hoare had, when last seen in life, disrobed to that garment, the suggestion has been made that examination of this body at Museo might put an end to the distressing uncertainty of His Lordship's friends.

HONGKONG FOOTBALL CLUB.

The twentieth annual meeting of the Hongkong Football Club was held at the Hongkong Hotel last evening. Mr. Frank Brown (president) was in the chair, and there were also present Messrs. H. F. Chard (Rugby Captain), H. C. Gray (association captain), P. W. Goldring, A. O. Lung (members of committee), R. H. Crofton (hon. sec. E. F. Ansell, H. G. C. Bailey, H. J. O. Barnett, F. O. Davies, A. M. Forrest, H. L. Garrett, T. C. Gray, F. C. Hall, W. H. Williams, C. B. Hayward, R. Henderson, C. C. Stickling, E. Humphreys, J. P. F. Joki, F. C. Kendall, H. M. Kendall, A. B. Liversay, R. Miller, A. Morley, C. M. Preshaw and S. M. Thorne.

The President—Gentlemen, the report has been before you, and it is useless for me to say very much, because as you very well know the season has been a very good one. No less than 44 matches were played. That is a very large number, and I think it is, at any rate, as many as we have played in any previous season. One very good feature about the matches was that they were commenced very promptly, and I don't think in any season have I seen such cooperation on the part of players with their captains. This cooperation has greatly assisted the latter in their work, and enabled them to provide matches for players. It has always been the policy of the Club to provide as many matches for as many players as possible. In the Shield competition the Club got further than it has done for many years. The final match was played in unfavourable weather conditions but nevertheless after an intensely exciting game they were beaten by only two goals to nil. I hope next year we shall be more successful. A pleasing feature last year was the visit of a team from Canton. I hope this will be an annual fixture, and that matches will take place either here or at Canton. The committee congratulated themselves on having a balance of \$506.14 that would be available to a large extent to commence the season with, but on account of the typhoon the stand is completely wrecked and the dressing room seriously damaged, so we are not going to have such a favourable start as we should have otherwise had. Then you will notice a slight deficit of \$65.80 in the account of the Football Challenge Shield Committee. As regards that deficit, when we come to miscellaneous business, any member who may wish to make a recommendation will be able to do so. The season has been a good one, and our thanks are due to our two captains for their efforts (hear, hear). Mr. Chard unfortunately thinks it is time for him to retire (sigh). I am sure we don't think so, still he feels he would like to make room for someone else. I am glad to say Mr. Gray will continue. Our thanks are due also to our hon. secretary, Mr. Crofton, and I am sorry to hear that he also would like to make way for somebody else. I am sure we are sorry to lose his services. He is a thankless task—I won't say thankless because we thank all those who assist football in any way—but he has had a great deal of work to do. We would thank the treasurer, Mr. Henderson, members of committee and others for anything they may have done to help football in the past season, not forgetting Mr. Miller who devoted a good deal of time in connection with the shield (hear, hear). I hope the season now commencing will prove as good as the last. The report and accounts are now open for discussion.

As no questions were asked the President proposed the adoption of the report and accounts.

Mr. CHARD seconded and the motion was carried.

Mr. CROFTON proposed the re-election of Mr. Frank Brown as president of the Club. He was an excellent president and displayed tremendous energy for a man of his years.

Mr. BAILEY seconded, and the motion was carried with acclamation.

Mr. CHARD moved the appointment of Mr. T. E. Pearce as captain of the Rugby team.

Mr. KENDALL seconded and the motion was carried.

Mr. H. C. Gray was re-appointed to the captaincy of the association team on the motion of the President seconded by Mr. GARRETT.

Proposed by Mr. GARRETT, seconded by Mr. MILLER and carried unanimously that Mr. A. M. Forrest be elected treasurer.

Mr. T. C. Gray was elected secretary *newcomer* on the motion of Mr. CROFTON seconded by Mr. MACPHERSON.

The ballot for committee resulted in the following members being appointed:—Messrs. A. O. Lang, R. Miller, G. E. Morrell, H. F. Chard, Kendall and P. W. Goldring.

Members decided that the attention of the Shield Committee should be drawn to the fact that there was a balance due to the treasurer of the Club of \$65.80.

Discussion followed regarding the less of gate money, and as to the advisability of abolishing medals and persuading men to play for the olive branch. Eventually it was decided to leave these matters in the hands of the committee.

This was all the business, and a vote of thanks to the Chairman concluded the meeting.

THE "MANCHURIA" REFLOATED.

The Manila *Cablenews* prints the following message:—

Honolulu, September 7.—Manager Ward Pillsbury of the *Manchuria* was fatally injured while engaged on the work of floating the vessel. The *Manchuria* was successfully taken off the reef and has sustained but comparatively little damage.

ST. ANDREW'S SOCIETY.

The report of the committee of the Hongkong St. Andrew's Society, for presentation to the Twenty-fifth Annual General Meeting to be held at the City Hall, on Friday next is as under:—Gentlemen, Your Committee have pleasure in presenting to you their annual report and statement of accounts for the year ending 31st August, 1906. St. Andrew's Day, 1905, was celebrated by a ball, which was a brilliant success. The expenses, however, show an increase all round, and this question must be given serious consideration when deciding whether or not a ball shall be held this year. The new supper arrangements proved very successful. A concert, to celebrate the anniversary of the birth of Robert Burns, was held on Saturday, 27th January last, instead of the 25th as the former date was found to be unsuitable. From all accounts, the concert (which was successful financially) was much appreciated. The Committee beg to thank all those who kindly assisted at the concert. The Scottish History Examination for children was held on the 8th of March last. The Committee regret to say that there were only six entries for the seniors and two for the juniors. Five of the competitors were daughters of Mr. Alex. Rodger, who must be congratulated upon their success, for the first and second prizes in the seniors were won by Misses Nan and Margaret Rodger respectively, and the first prize in the juniors was won by Miss Joan Rodger. The Committee's best thanks are due to Mr. W. Drew Draidwood, who kindly sat and examined the papers. Owing to the lack of support, the Committee propose that these examinations be discontinued unless members specially wish otherwise. Sufficient interest must be shown and a larger number of entries received, to justify the expense to which the society is put in this connection. Mr. Angus Boyd having resigned the post of Hon. Treasurer owing to his transfer to Shanghai in June last, Mr. B. Macpherson has kindly carried on the duties since then. The sum of \$563.45 was expended during the year on charity. Several deserving cases were assisted from the Charitable Fund, and several distressed Scotsmen were assisted in obtaining work in the Colony. Your Committee deeply regret to record the deaths of the following members, which occurred since the last report:—S. Wilson, T. A. Webster, W. M. Deas and Fullerton Henderson. The last named, who was President of the Society in 1895-96 died in Bournemouth, Bute. Twenty-eight new members joined the Society during the year, as against thirty-one in the previous year. The Committee ask that members will kindly assist them in their endeavours to secure new members, and hope that they will do their best to get their friends to join. Your Committee are indebted to Mr. R. Miller for kindly auditing the accounts. (Sgd.) W. Armstrong, Hon. Secretary.

CRAIGENGOWER CRICKET CLUB.

The report to be presented at the annual meeting to-day, by Mr. A. E. Ayer, Hon. Sec., says:—In the League Competition the Club was second with 24 points. Of the 14 matches played, 7 were won, 4 lost and 3 drawn. Matches were also arranged for the "A" team players whenever the ground was available and a team could be raised. In League Matches Mr. R. Bass leads the list of batting averages with 19 in 14 innings and also made the highest score 82 (not out), whilst Mr. E. Ford was first in bowling with an average of 7.

Lawn Tennis.—The ground was thrown open for tennis throughout the year.—The Tournament held in the summer resulted as follows:—

Singles (Scratch) Mr. F. Rapp beat Mr. A. O. Brown second.

Singles (Handicap) Mr. L. Vincent first with Mr. J. D. Kinnaird second.

Doubles (Handicap) Messrs. L. Vincent and E. Irving first with Messrs. W. D. Braidwood and A. O. Brown second.

The Tennis Match between the Y.M.C.A. and the club took place on 16th June and resulted in a win for the club, which scored 77 games against their opponents 61. It is to be hoped that this will be an annual function.

Membership.—The roll of members (including absentees) was 62.

Finance.—The total receipts amounted to \$1,834.33 and expenditure \$1,474.43 leaving a balance in hand of \$1,167.70.

Pavilion.—The severe typhoon which swept over the Colony on the 18th September has caused some damage, though not considerable, to the pavilion, and repairs are now being effected.

Gear.—The new gear for Cricket and Tennis is due to arrive next month.

We regret to record the death of Mr. E. E. Horton, who was at one time a very prominent player in the team.

The cordial thanks of the Club are due to Mrs. Bellies for presenting the annual prizes; to Mr. Raphael E. Bellies (a former Treasurer) for presenting a cup (to be won 2 years successively or 3 times in all before becoming the property of the player at the top of the batting average); the President for his customary prizes and an anonymous member for his special batting prize.

The accounts show a balance to the good of \$1,167.70.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Hongkong Maru* will leave Manila for this port Tuesday noon, and will be due to arrive Hongkong Thursday afternoon, the 27th inst.

The M.M. str. *Tourane*, with the next French mail, left Singapore yesterday at 3 p.m., for this port via Saigon.

The str. *Gregory* departs from Calcutta, left Singapore on the 22nd inst., a.m., and may be expected here on or about the 27th inst.

The C.P.B. str. *Atellan* left Yokohama on Saturday, the 22nd inst., p.m., for Victoria and Vancouver.

REVIEWS.

Love Among the Chickens, by P.G. Wodehouse. London: George Bell & Sons.
This is refreshingly new, a tale written in the spirit of Mr. Jerome's "Three men in a Boat," of a modern author who spends a summer holiday with a Micawberish friend who is running a poultry farm. The author falls in love with a pretty neighbour, and his wooing of her into parent quite eclipses in interest the legitimate wooing. He asks for the paternal consent while they are swimming in the sea, and gets it on the golf links, just as he lets the old gentleman beat him at the last hole in the club final. To tell any more would be unfair; it is a capital book with which to brighten a dull afternoon.

True Tales of Mountain Adventure, by Mrs. AUBREY LE BOND. London: T. Fisher Unwin.

This work was first published in 1902 and was so successful that a third edition was called for within three months. The author, an experienced mountaineer herself modestly calls it tales "for non-climbers old and young," but prefaces them by four chapters of a practical nature, and the tales being themselves narratives of facts embody much of advice and warning to climbers, even to those with some experience. Most of the tales are thrilling and all are interesting and the book is illustrated by over sixty photographs. To those who are jaded by a long residence in the East there is no better place to spend a holiday in Europe than amongst the Alps. As the author says: "It takes him amongst the grandest scenery in the world, it shows him the forces of nature let loose in the binding snow-storms, the roaring avalanche. It lifts him above all the petty friction of daily life, and takes him where the atmosphere is always pure, and the outlook calm and wide. It brings him health, and leaves him delightful recollections." We recommend those contemplating a change from dollar making to follow the author's advice and we recommend them to buy her book as a preliminary.

The Travels of Mungo Park, London: GEORGE NEWNES Limited.

This is another of Newnes Ltd.'s thin paper classics. Of a nice size, printed in clear type, on thin paper, it is a pretty and an interesting production. It is bound in limp lambskin and the price is 3/6. A look at the book is almost sufficient to revive one's interest in the travels of this early African explorer.

Natural and Apologetic Theology (in Chinese) by the Rev. HAMPHREY C. DU BOSE. Shanghai: Chinese Tract Society.

The Rev. Mr. Du Bose has a fine record of translating work done for the spread of the Faith that is his. He has also written extensively, and this manual for preachers to the Chinese is a product of his pen, in which he gives in easy *Wai-lo* his own synthesis of the fundamental evidences of Christianity. The introduction and table of contents show that to reason with Chinese sceptics (who are as able as they are numerous) "all the sciences andalogies seem to have been captured and harnessed to the gospel chariot." If it be "possible by searching to find out God," this book should be an ideal help.

East of Asia Vol. 5, No. 2 Shanghai: North China Herald office.

We have heard that this publication may cease for lack of support; but we hope the necessary support will revive and improve. It is only necessary to glance through the current number to see that it is a case of deserving success. No adequate idea of the superb illustrations can be given in words, and the reading matter must be read to be appreciated. The contents include articles on Chinese Gardens of Unnatural History by Isaac Taylor Headland; Foreign Devils and Others, by Wm. Arthur Cornaby; more Gems of Chinese Poetry by The "Chinese Herald"; a second installment of Nippon under the Tai-pings, by Aroldsson A. E. Monie; New China, by W. W. Lindsay; and an account of a Visit to Kalgan and a Trip into Mongolia, by the Rev. G. H. Bondfield. All are good, but those we have named happened to appeal most to the reviewer.

Book-keeping down to date, by A. MUNRO. London: Effingham Wilson, 2s. 6d.

Twice we have noticed this book in terms of high praise, and now we are asked to speak of a third edition—the third in nine months. Further comment after such evidence as that seems superfluous. We need only point out that the title hardly embraces the book's usefulness. It is a desk reference book that would be valued in every business office.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 24th at 5.30 a.m.—Signal lowered.

On the 24th at 12.05 p.m.—The barometer has risen over S. China and the Philippines.

The typhoon has probably moved up the Gulf of Tongking.

Gradients are slight on the coast between Hongkong and N. China.

Weather improving over the China Sea.

The returns from the Japanese stations are lacking this morning.

Telegraphic communication between the Observatory and Hongkong continues interrupted.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.27 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. N.E. winds, moderate.

South coast of China between Hongkong and Lauvau. Same as No. 1.

South coast of China between Hongkong and Hainan. Decreasing E. gale.

E. winds, fresh to moderate; showery.

OUR REAL SHIPPING RIVALS.

NOT JAPANESE, BUT GERMAN.

Shipowners, or at all events the majority of them, are not making money just now. This seems curious, seeing that the Board of Trade returns are going up by leaps and bounds, and that presumably there is more cargo to be done. But the truth is, says the *Daily Telegraph*, that the enormous amount of new tonnage put into the water of late has exercised an adverse influence. It is estimated that the shipping under the British flag now totals 17,000,000 tons, as compared with 17,000,000 tons a year ago. That of itself represents a substantial increase in carrying capacity. In the meantime the merchant fleets of the rest of the world have grown from 19,000,000 tons to close on 20,000,000. Roughly a million and a half tons more of shipping is now available for the conduct of the world's trade than was the case a year ago. The area of ocean commerce is steadily widening, in the sense that one part of the world lays the other under ever-growing contribution, but it requires a great deal of trade to keep another million and a half tons of vessels employed.

One must stand in awe of the Japanese as shipowners? On the face of it there looks to be some justification for answering the question in the affirmative. Japan now owns a million tons of merchant shipping, or more than a fourth of that possessed by Germany, and nearly as much as that claimed by Italy. Large additions have been made during and since the war, and, according to the latest reports, further shipbuilding is to be engaged in. Added to this, the Nippon Yusen Kaisha, the principal Japanese steamship company, has lately paid a half-yearly dividend at the rate of 15 per cent. This looks as if the Japanese really understood shipowning as well as shipbuilding, for in the matter of construction they are practically independent of us to-day. But competent and impartial critics on the spot are by no means so sure of the Japanese as the *Daily Telegraph* is. They are in many ways a wonderful people, and in certain directions their ability seems to know no bounds. But they have not mastered the first principle of successful steamship enterprise—economical working. It would possibly be incorrect to say that they have been spoiled by subsidies; but as a force in the steamship world they have certainly not been helped by them. In the main, to their own steamers which are not by any means new. This 15 per cent. dividend is not the result of ordinary trading, but a profitable outcome of the war, for the Government made heavy calls on the Nippon Company's fleet. Thus, though the Nippon Company may run ocean mail services to the utmost parts of the earth, the Japanese are not regarded as likely to sweep the seas. Their real competitors are the Germans. As yet they have been content to leave us our tramp trade, preferring for themselves the more showy part of the business, but they are competitors who will remain, and who will have to be reckoned with everywhere.

THE REPTILE MEDICINAL.

"Cats is cats and dogs is dogs, but a tortoise is a reptile," according to the railway porter of perhaps mythical tradition. But what is a lizard? The question has been agitating several of the superior tribunals in the United States lately. A Chinaman, whose name was Wing On, wanted to clear a cargo of dried lizards imported for the benefit of the residents in Chinatown, New York City. He said they were drugs, and came in free. The Customs authorities objected. They looked up the Pharmacopoeia, and failed to find a prescription which included lizard; so they put the consignment under the higher scale as dead animals. Probably they had a dim suspicion that Wing On's clients would use them as food, like the edible birds' nests which already constituted a considerable revenue. But Wing appealed from one court to another, and finally he reached the United States Circuit Court, which decided in his favour. So a lizard is legally a drug in the eye of the American law, and any Chinese patient recommended to "take" this attractive medicine has the satisfaction of knowing that he is getting an untaxed dose. The Customs Department, hoping that Wing On will not recover that dried crocodile or dead alligator is also a "drug."

GERMANY ON THE BRAIN.

The absurd suspicion of everything appertaining to Germany that is now entertained in parts of Great Britain breaks out in curious forms, remarks the *Times* of Friday, and there has been no more ridiculous manifestation of it than the telegraphing to India on the authority of the Berlin correspondent of the *Times* as an item of importance, the news that the cruiser *Hansa* will show the German flag in the Gulf of Martaban. Can either Reuter, or the Berlin correspondent of the *Times*, be ignorant of the fact that German cruisers are showing the flag all over the world without being suspected of ulterior designs? And that in this they are only following the example of other naval Powers and notably of England? Scarcely a month passes without a British Fleet or cruiser visiting some foreign port, but if the White Ensign is flown at Yamatoe or Delagoa Bay, are foreign journals informed of the fact as news of grave international importance? The German cruiser *Niebo* has just left Bombay, but no one here dreamt of attributing any special importance to the visit. The officers were cordially welcomed, they saw the principal sights, and they were entertained. The visit ended, and it would pass the wit of man to discern any reason why the *Hansa* should not visit Rangoon just as the *Niebo* called at Bombay. If we are to be suspicious of things that come to our ears, the tendency to find some Machiavellian design in the most harmless and natural acts is childish and undignified. This happens to fit Reuter's latest.

There will be a meeting of the stockholders of the Compagnie Maritime, the well known Manila shipping firm, says the *Cablenews*, for the purpose of considering a plan, that has been presented by some of the interested parties, that has in view the turning over of the management of the company to some other shipping firm, in order that the seven ships now operated by the Compagnie Maritime may be run on a less expensive basis. The plan is in line with the projected methods of economy announced some time ago when a heavy payment of indebtedness was made by the sale of some of the vessels. The plan is to reduce the expenses of the present list of vessels by reducing the cost of office expenses and general management.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00
" 4 CARTRIDGE " (25-15-6d.) \$60.00

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

THE BOAR'S HEAD BRAND. GUINNESS' STOUT.

IRELAND'S BEST.

IF YOU REQUIRE STOUT, WHY NOT GET THE FULL VALUE OF YOUR MONEY IN OBTAINING THE BEST, ONLY THE BEST?

THERE ARE NO TWO OPINIONS ABOUT THIS

PER CASE 8 Doz. Pts. \$34.00
PER DOZEN 3.00
PER CASE 100 8-LITS 17.00
PER DOZEN 2.25

SOLE AGENTS:

H. PRICE & CO.

TELEPHONE No. 135.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

CHINA'S NEW ARMY.

A COMPLETE REORGANISATION.

It is as yet but dimly realised, says the *Daily Telegraph*, that China is rapidly forming a new army on a strictly European model, which may possibly have a surprise in store for the British Kingdom. Some interesting particulars of the process of reorganisation are supplied by a correspondent of the *Post*. The basis of the scheme of reform, which was adopted in 1902, is the formation of an army of thirty-six divisions, all of which are to be established by the year 1922. Up to the present seven divisions have been created under the auspicious guidance of Yuan Shi-Kai, Governor-General of the province of Shih-Kai. They constitute the so-called Pei-yang Army, and are distributed as follows: The first and third divisions at Pao-tung-fu, the second at Shan-hai-kwan, the fourth in Ma-chang, the fifth in Tai-nan-fu, the sixth in Peking, and the seventh in Chang-tung-fu. A division consists of four infantry regiments of three battalions each, a cavalry regiment of three squadrons, each, a company of field artillery (each with six five batteries of field artillery), and a transport battalion. These troops have an establishment strength of 9,550 men. If to this number are added some 1,400 grooms, cooks, &c., who in China are not reckoned on the establishment, each division consists on a peace footing of about 11,000 men. The seven divisions, therefore, must altogether be 77,000 strong. However, the Pei-yang or Manchuria Division, not yet ready, and at present consists of only the first brigade of 5,500 men. The second brigade is in process of formation, and its organisation is to be completed by the end of this year. At this moment Yuan Shi-Kai commands a force of 71,500 men.

The fact that in China compulsory service has not yet been introduced, obscures the German writer, has had a retarding effect on the carrying out of the programme of army reorganisation. It is true that in consequence of the high pay there has been a great rush of recruits, but it is no longer the case as formerly that every applicant is accepted. On the contrary, only those are enrolled who are strong and healthy, and can produce a warranty of character from the authorities of their native village. Moreover, some knowledge of reading and writing is required. The provinces of Honan and Shantung supply most of the best recruits. All Shanghai recruits must pledge themselves to serve three years with the colours, after which they will pass into the reserve for seven years, during which they will receive a monthly allowance of one taal. This will be paid at the treasury of the district in which they reside on presentation of their service papers. The Government will thus know the whereabouts of all the reservists, and be able to bring them back to the colours when occasion arises.

Great progress has been made with the provision of a supply of officers. The chief cadet school at Pao-tung-fu forms the learning ground for the entire corps of officers. Eight hundred students are educated annually in this institution. After a four years' course they take their places in the army as lieutenants. Among the teachers are five Japanese officers, and indeed the Japanese are in every division playing an important part in the army reorganisation. But the three ex-German officers have been retained in their positions in recognition of their long services to the Chinese army. This, says the writer of the article, may be positively affirmed, in spite of all statements to the contrary. The text and instruction books, as well as the regulations, both for the cadet school and for the army itself, have for the most part, been adopted Japanese.

In the important question of armament, the Chief Commander of the Pei-yang army is endeavouring to obtain fully throughout the entire force. This object has been practically attained, with the infantry, for six rifles and carbines (83 millions). Only the first division carries at the present time the Mijiki rifle of 65 millimetres calibre, with which the Japanese army is now armed. The Testing Commission has, however, on the ground of the experience of the Russo-Japanese war, definitely decided in favour of the 7.5 mm. rifle, so that the first division will be equipped with this weapon. The Mijiki rifle will then be handed over to the general staff and the schools. A unified armament has not so far been found practicable for the artillery. Side by side with the most modern guns one finds in some divisions old models of different origins dating back to the seventeenth and eighteenth centuries. The chief obstacle to the uniformity of the artillery is the inquiry into the fact that the Army Commission of Inquiry had not yet decided on the adoption of any particular model. The question still rests between Krupp, Canon-Schneider, and Japan. At present the following guns are to be found among the seven divisions: Twelve batteries, each of six guns of 7.5 centimetre calibre Krupp guns (M. 1904); ten batteries each of six guns of 7.5 centimetre calibre Schneider (M. 1905); and five batteries, each of six guns of 7.5 centimetre calibre Japanese field guns (M. Meiji 30).

SUFFERED FOR THREE YEARS

With Rashes—Little Girl would Scratch until They Bled—Unable to Rest—Spent Lots of Money on Doctors Without even Relief.

CURED BY THE CUTICURA REMEDIES

"My little girl had rashes coming on her at times like nettle rash, since she had vaccination on her arm. They would rise at times and she would do nothing but scratch them until they bled. She could not rest at night or day when they were on her. It was a pity to see her. I spent a lot with doctors and could not get rid of them, so one of the neighbours told me to try Cuticura. The rashes were all over her except the face. You know they were hard like a stone first, and then they would fill with water, and then turn into a great scab. She suffered with the ailment for three years and we used Cuticura Soap and Cuticura Ointment for six months; and then, after a doctoring, we bathed her twice a day with Cuticura Soap and we used one box of Cuticura Ointment. The doctor gave medicine for a while, but it did no good, and we left the doctor and used Cuticura, and that did cure her. I am very much pleased to tell you of the cure, and can recommend the Cuticura Remedies to everybody, and wish I had known about them sooner. Evan John Thomas, Penallta Terrace, Ystrad Mynach, near Cardiff, Wales, Feb. 1, 1906."

COMPLETE TREATMENT

Complete external and internal treatment for every humour, consists of Cuticura Soap, to cleanse the skin, Ointment, to heal the skin, and Pills, to purify the blood. A single set is often sufficient to cure the most stubborn, disgusting, itching, burning, and watery humours, eczema, rashes, and irritations from infancy to age, when all else fails.

Sold throughout the world. Deposits: Australia, R. Turner & Co., Sydney; London, W. & A. G. Richards, 1, Abchurch Lane; Paris, J. B. L. & Co., 1, rue de la Paix; New York, J. C. Ayer & Co., 1, N. York St.

THE CONSTITUTION DREAM.

The advisers of the Dowager Empress of China seem to believe that, on to fifteen years will be ample to educate the people for a constitution on Western lines. The example of Japan has perhaps obscured the difficulties in the way of constitutional reforms. What one Oriental country has done another may do, say the optimists, and the Chinese are usually allowed to have some of the best brains in the world. But the Japanese did not gain their victory by mentalty, but by self-sacrifice and adaptability. So far no other Oriental country has begun, as Japan began, with the abolition by the privileged classes of their rights and by a wholesale commencement at the bottom rung of the ladder of learning. It is with no desire to damp the ardour of Oriental countries for constitutional institutions that we bring forward these difficulties, but merely to enforce the fact that the people make the constitution, not the constitution the people. There is a danger, especially in countries with strong literary propensities, that the phrase may become a fetish, and too often is forgotten the memorable axiom that "the better killer; the spirit maketh alive." Therefore, while Europe will watch with interest the political experiments made by Oriental countries, she cannot be expected to grant them, in advance, the credit of successful achievement. Both Persia and China have genuine reform parties, but the latter country is at present pursuing so reactionary a policy that no constitutional reform could be effective. The basis of all good government, the aim of all constitutions, is to secure not only the liberty of the people but their well-being, and these can only be secured by a sound legal and financial system. Until law and taxation are properly administered, popular representation, parliaments, and consultations will on a ton to make confusion worse confounded.—*Times*.

Mr. Thomas Batchelor, a Yokohama hotel-keeper and hair-dresser, who had made a fortune and retired recently to a ranch in Canada, has been killed by an accident with a runaway horse. The late Mr. Batchelor was the first man, says the *Japan Gazette*, to introduce plate-glass windows into Japan.

NOTICE.

Attention respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press only, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for cash.

Advertisements and subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: Press, 400; A.B.C., 514 Ed. Telephone No. 12.

NEW ADVERTISEMENTS

FOR SALE.

THREE HARDWOOD LIGHTERS.
Newly built and Coped.
First class Condition.
Prompt delivery.
For further particulars apply to
D. S. DAWSON, JR.
Care of "Daily Press" Office.
Hongkong, 25th September, 1906. [1781]

CRAIGENOWER CRICKET CLUB.

THE ANNUAL GENERAL MEETING
of the Members of the above Club will be held in the Pavilion, Wong Nei Chong Recreation Ground, TO-MORROW (TUESDAY), the 25th instant, at 5.30 P.M.

A. E. ASGER.

Hon. Secretary.
Hongkong, 25th September, 1906. [1782]

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

DURING THE TYPHOON of the 19th September, DAMAGE by Sea and/or Rain Water was occasioned to some of the Cargo stored in the Company's Godowns. Owners, Consignees, and others interested are requested to INSPECT and CARE FOR their Goods, for which purpose every Assistance will be accorded by the WHARF COMPANY. EDWARD USBORNE, Secretary.

Hongkong, 25th September, 1906. [1784]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAIYAN,"
Captain J. S. Beach, will be despatched for the above Ports on or about MONDAY, 1st Oct., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS, LAPEL & Co.,
General Managers.
Hongkong, 24th September, 1906. [1781]

COMPAGNIE DES MESSAGERIES MARITIMES.
FOR SHANGHAI KOBE AND YOKOHAMA.

THE Company's Steamship
"TOURANE,"
Captain Lancelotti will be despatched for the above Ports on or about MONDAY, 1st Oct.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 25th September, 1906. [1782]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk, into the Godowns and/or extra hazardous Godowns at the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 1st Oct., at 10 A.M.

All Claims must reach us before the 6th Oct., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, BREMEN.
Agents,
HONGKONG, 24th September, 1906. [1783]

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THE SEPTEMBER SETTLEMENTS
will take place on FRIDAY, the 28th instant.

By Order of the Committee.
E. S. JOSEPH,
Hon. Secretary.
Hongkong, 24th September, 1906. [1777]

NOTICE IS HEREBY GIVEN that the Power of Attorney executed by the undersigned in favour of Mr. ATTILIO RIGGIO of the SOCIETA' COLONIALE ITALIANA of Canton, has been withdrawn.

POLLAK BROTHERS.
Yokohama, Japan.
4th September, 1906. [1767]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING
of the above Society will be held in the CITY HALL, on FRIDAY, 28th inst., at 5.30 P.M.

W. ARMSTRONG,
Hon. Secretary.
Hongkong, 21st September, 1906. [1760]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING
of the MEMBERS of the above Club will be held in the Pavilion TO-MORROW (WEDNESDAY), the 26th instant, at 5.30 P.M.

By Order of the Committee.
A. R. LOWE,
Secretary and Treasurer.
Hongkong, 19th September, 1906. [1745]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TENTH DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB, (\$100 each), was held in the HONGKONG CLUB HOUSE, on THURSDAY, the 20th instant, when the following DEBENTURES were DRAWN for Redemption.

64	528	775	1053	1589
97	546	781	1102	1692
110	562	807	1111	1701
149	634	879	1121	1702
255	676	923	1257	1807
305	661	947	1263	1879
344	661	949	1294	1885
383	687	967	1295	1894
442	689	972	1303	1901
446	701	1013	1430	1945
470	708	1014	1457	1951
488	712	1037	1544	1988
497	756	1055	1554	1989

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on SATURDAY, the 29th day of September, 1906, in exchange for surrender of same.

By Order.
A. O'D. GOURDIN,
Acting Secretary.
Hongkong, 21st September, 1906. [1762]

LOCAL NOTICE TO MARINERS.
No. 50.

INFORMATION has been received from the Commander of H.B.M.'s Surveying Ship "Waterwitch" that a Pineapple Rock with 13 feet over it at L.W.O.S. and depths of 6 to 9 fathoms, (sand) close around, is situated with the Pagoda on Pagoda Island at the entrance to Tong Sang Harbour bearing N 2° E distant 24 Miles.

Approximate position:
Latitude 23° 42' N.
Longitude 117° 32' E.

The Bearings are as follows:
From the rock Fall Peak bears N 39° E.
From the rock Pagoda bears N 2° E distant 24 miles.
From the rock Summit of Cone Point S 62° W.

A. HOLZ,
Harbour Master.

Approved:—
FRANK SMITH,
Acting Commissioner of Customs.
Custom House,
Swatow, 15th September, 1906. [1771]

LOCAL NOTICE TO MARINERS.
No. 51.

INFORMATION has been received from the Commander of H.B.M.'s Surveying Ship "Waterwitch" that during a moderate Southerly swell, breakers were observed on the sand knolls situated 3 1/2 miles S. 28° W. of Clipper Point, Namoa Island.

Approximate position:
Latitude 23° 22' N.
Longitude 118° 54' E.

A. HOLZ,
Harbour Master.

Approved:—
FRANK SMITH,
Acting Commissioner of Customs.
Custom House,
Swatow, 15th September, 1906. [1772]

NOTICE TO MARINERS.
No. 271 (Special).

CHINA SEA.
SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTSE.
Changes in the positions of the Tangsha and Kintan Light-vessels.

NOTICE IS HEREBY GIVEN that in consequence of changes having taken place in the South Channel, the Tangsha and Kintan Light-vessels will be shifted as follows, on or about the 15th November next:

TANGSHA LIGHT-VESSEL will be shifted 0.6 miles S. 42-1/2° W. from her present position and will mark the north side of the channel.

KINTAN LIGHT-VESSEL will be shifted 0.45 miles N. 44° E. from her present position and will then mark the NORTH side of the channel.

CAUTION. Captains and Pilots should exercise caution on the date given for making these changes to avoid passing to the northward of the Kintan after she is in her new position.

BEARINGS when the Light-vessels are in the new positions:
From Fairway Bell Gas-buoy to Tangsha N. 49-1/2° W.
From Tangsha to Fairway Wreck and Kintan N. 57° W.
From Kintan to S.E. Knoll Gas-buoy N. 38° W.

All bearings given are Magnetic.
T. J. ELDRIDGE,
Acting Coast Inspector.

Coast Inspector's Office,
Shanghai, 15th September, 1906. [1773]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order.
W. BOWEN-BOWLANDS,
Secretary.
Hongkong, 7th July, 1906. [1381]

WANTED

WANTED.

A PRACTICAL ABRATED WATER MANUFACTURER to take Charge of a plant in Bangkok. Salary Twelve Five Hundred per month with house allowance and bonus on profits. Applicants to state age, and experience and send copy of recent testimonials addressed to—
MACKAY & MACARTHUR LD.,
Bangkok,
Hongkong, 24th September, 1906. [1778]

CITY AND HILL DISTRICT WATERWORKS.

GOVERNMENT WORKSHOP.

REQUIRED as WORKSHOP OVERSEER, an European Trained Mechanic having a S-and Knowledge of Machines and Fitting Work, and capable of undertaking repairs to steam engines and pump-work. He must also be able to keep proper accounts of the man's time and all stores issued and received. Salary at the rate of £240 rising to £270 a year by £15 triennially. The appointment to be a temporary one subject to a month's notice on either side in the first instance.

Applications with copies of testimonials to be addressed to the Director of Public Works not later than Noon on MONDAY, the 1st Oct. W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, 22nd September, 1906. [1770]

WANTED.

LADY leaving for Europe on S.S. "GERMANY," Oct. 10th, REQUIRES a BRIGHT YOUNG WOMAN to travel to Europe, speak French and English, or French and German, and be fully competent to take charge of a young lady. Address, giving particulars and naming references:—
"FRIEDE,"
Care of MELCHERS & Co.,
Hongkong, 22nd September, 1906. [1769]

WANTED IMMEDIATELY.
DOCTOR FOR EMIGRANT SHIP,
re-engage to Singapore.
Apply—
BUTTERFIELD & SWIRE.
Hongkong, 20th September, 1906. [1763]

GOVERNMENT OF BRITISH NORTH BORNEO.

REVENUE FARMS FOR 1907, 1908 & 1909.

TENDERS will be received by the SECRETARY to the GOVERNOR, at Jesselton, on or before 25th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908 and 1909:
OPPIUM FARM.
SPIRIT LICENSE FARM.
PAWN BROKING FARM.
CUSTOMS FARM.
GAMBLING RESTRICTION FARM.

For Particulars, apply to—
GIBB, LIVINGSTON & Co.,
Hongkong.
Hongkong, 31st July, 1906. [1495]

AUCTIONS

NOTICE.

THE SALE of SUNDRY NAVAL, VICTUALING, OBSOLETE and CONDEMNED STORES will take place TO-DAY (TUESDAY) and TO-MORROW (WEDNESDAY) the 25th and 26th Sept., 1906, commencing each day at 11 A.M. sharp, instead of as previously advertised.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 20th September, 1906. [1755]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction.
TO-MORROW (WEDNESDAY),
the 26th September, 1906, at 11 A.M., at his Sales Rooms, Duddell Street,
THE WHOLE OF THE
STOCK IN TRADE, FURNITURE and FIXTURES, and the GOODWILL of
Messrs GREGOR & Co. (Wine and Spirit Merchants).

TO BE SOLD IN ONE LOT.
The Stock comprising:
225 CASES CLARET, 50 CASES CHAMPAGNE, 50 CASES WHITE WINES, 55 CASES ASSORTED LIQUEURS, 55 CASES SHERRY, 45 CASES BRANDY, 40 CASES HOCK, 50 CASES BURGUNDY, 25 CASES GIN, 36 CASES SAUTERNE, 25 CASES WHISKEY, 45 CASES BEER, 27 CASES VERMOUTH, 16 CASES RUM, etc., etc.

For further Particulars, apply to the undersigned.
TENDERS—As Customers.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 20th September, 1906. [1756]

HONGKONG

BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.
SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents.
35 & 37, Hing Loong Street (1st Street West of Central Market), Telephone No. 515.

PHOTOGRAPHER
M. MUMBY, JAPANESE ARTIST.
Bromide and Croyon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING.
"DAILY PRESS" OFFICE
Proofs read by Englishmen.

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.,
Hongkong, 13th August, 1906. [1585]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.,
Hongkong, 1st January, 1904. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY

TOTAL FUNDS at 31st DECEMBER, 1905:
£17,837,119.

I. AUTHORIZED CAPITAL... £3,000,000
Subscribed CAPITAL... £2,750,000
PAID UP CAPITAL... £2,750,000
II. FUND... £3,385,720 10 8

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.,
Agents.
Hongkong, 21st April, 1897. [311]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 29th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 29th September, both days inclusive.

DOUGLAS LAPEL & Co.,
General Managers.
Hongkong, 18th September, 1906. [1740]

TYPEWRITERS
CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDER TAKEN. Charges moderate.

F. A. V. RIBEIRO
(late of the Hongkong Typewriting Bureau)
8A, Queen's Road Central (First Floor).
Hongkong, 25th October, 1905. [91]

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE AT
"BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—
"Braeside," 20, Macdonnell Road (late of "Tang Yuen"). [43]
Hongkong, 27th June, 1905.

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 20th September 1905. [1751]

TO LET

TO LET.
(EITHER IN WHOLE OR IN PART).

"THE ACACIAS" and "THE GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—
E. M. HAZELAND,
No. 35, Queen's Road Central, or to
WING-ON, Contractor,
No. 34, D'Aguiar Street.
Hongkong, 19th July, 1906. [1436]

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. [180]

TO LET.

"BROCKHURST" PEAK, Newly Painted and Colour-washed, with use of Tennis Court; contains 6 Rooms. Splendid site and well suited for a Bachelor's Mess.

No. 3, ARBUTHNOT ROAD. Central Locality.

No. 2, DES VŒUX VILLAS, PEAK. Newly repaired, Painted and Colour-washed.

"BICKON," on PAVANATION ROAD, PEAK. BISHOP'S LODGE, NORTH PEAK (furnished) from 1st November, 1905 to 31st March, 1907.

No. 1 & 2, BEACONSFIELD ARCADE, facing the Parade Ground.

ROOMS, on 1st and 2nd Floors, BEACONSFIELD ARCADE, (Cheap Rentals).

No. 57, PRAYA GRANDE, MACAO. FIVE ROOMS on Top Floor of 75, Queen's Road Central (over Caldwell, MacGregor's).

2nd FLOOR in Central position, containing Four Large Rooms, Anti-room and Lavatory, with use of Electric Lift.

HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 24th July, 1906. [1193]

TO LET

TO BE LET OR SOLD.
With Immediate Possession—in Wanchai Road.

GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—
Care of "Daily Press" Office.
Hongkong, 30th May, 1906. [1177]

TO LET.

NO. 7, MOSQUE TERRACE, Newly Painted and Colour Washed.

Apply to—
M. L. CHAN,
No. 1, Mosque Terrace.
Hongkong, 11th September, 1906. [1708]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.
A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RIVON TERRACE. FLATS in MORRISON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. [1524]

TO LET.

FAIRVIEW, ROBINSON ROAD, Kowloon.
2nd FLOOR No. 12, Queen's Road Central.

Apply to—
LEIGH & ORANGE,
1, Des Vœux Road.
Hongkong, 1st June, 1906. [501]

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Vœux Road; cool quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply.

REUTER, BROCKELMANN & Co.,
Princes Buildings.
Hongkong, 20th March, 1906. [167

SHIPPING

ARRIVALS

CARL DIECKMANN, German str., 774, Hans Schlicher, 24th September—Haiphong and Hanoi 23rd Sept. General and Pass.—Johnson & Co.

CHUNANG, British str., 1417, R. Cox, 24th September—Samarang 16th Sept. Sugar.—Jardine, Matheson & Co.

HALLAN, French str., 277, L. Anderson, 22nd September—Pakhoi and Hanoi 21st Sept. General.—A. R. Marty.

LIBERIA, German str., 2385, Ph. Kier, 24th Sept.—Shanghai 21st Sept.—Hamburg—America Line.

LYDIA, German str., 3509, C. Meyer, 23rd Sept.—Moj, 16th Sept. Coal.—Stensen & Co.

MARIE, German str., 1161, J. Petersen, 23rd September—Haiphong 24th Sept. Ballast.—Jensen & Co.

MATTHEW, German str., 831, N. Schenck, 24th Sept.—(Chifu 18th Sept. Beans and General.—Jensen & Co.)

PRINZ ERNST, German str., 3302, P. Giesch, 24th Sept.—Yokohama 15th Sept. Mail and General.—Moloch & Co.

PRINZ SCHMIDT, German str., 3302, D. Tenz, 24th Sept.—Syling 1st Sept. and Manila 24th Sept.—Moloch & Co.

PROTEUS, Norwegian str., 1024, N. C. Krabbe, 23rd Sept.—Bangkok 14th Sept. and Swatow 22nd, Rice and General.—Nippon Yusen Kaisha.

RAGNAR, Norwegian str., 1220, H. G. Nielsen, 23rd Sept.—Shanghai 19th Sept. Ballast.—Aagaard, Thorsen & Co.

CLEARANCES

At the Harbour Master's Office, Sept. 24th.

Chipping, British str., for Tientsin.

Jacky Dieckmann, German str., for Canton.

Kilai, Russian str., for Singapore.

Maie, Norwegian str., for Nagasaki.

Marine, German str., for Swatow.

Phenax, German str., for Canton.

Prudoy, British str., for Singapore.

Rubi, British str., for Manila.

DEPARTURES

Sept. 23rd.

JOSHUA MARU, Japanese str., for Tamsui.

PRISANDUK, German str., for Canton.

NOBIMA, Norwegian str., for Saigon.

Sept. 24th.

CHOWFA, German str., for Canton.

CUTTER, British str., for San Francisco.

HONGKONG, French str., for Haiphong.

KEONGWAI, German str., for Bangkok.

MAUSANG, British str., for Sandakan.

SANUKI MARU, Japanese str., for Kobe.

SHIPPING REPORTS

The German str. Carl Dieckmann reports: Strong N.E. wind and considerable sea.

The German str. Liberia reports: During the passage had strong easterly winds and heavy sea. From outside Waglan Island lighthouse to Lyemmen passed 11 dead bodies, the most of them apparently Chinese.

The Norwegian str. Proteus reports: On Thursday, the 20th, got a typhoon at 2 a.m. lasting till midday. No damage on the ship. Not several dead bodies and a lot of wreckage. Signaled to Gap Rock and Waglan, but cable broken.

VESSELS IN DOCK

Sept. 24th.

ABERDEEN DOCKS—Quinta, Signal.

KOWLOON DOCKS—Chowfa, Woodrich, Sarogon, Vigilante, Ch. Harbours, Sullberg, Deravague, Prinz Waldemar, Fri. Johann, Prudoy.

COSMOPOLITAN DOCKS—Rathmore, Strathmore.

VESSELS ON THE BERTH FOR SINGAPORE, PENANG AND CALCUTTA

THE Steamship

"LIGHTNING"

Captain J. G. Spence, will be despatched for the above Ports on FRIDAY, the 28th inst., at 3 p.m., instead of as previously advertised.

For Freight, apply to

DAVID SASSON & Co., Ltd., Agents.

Hongkong, 20th September, 1906. [150]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN"

Captain St. John George, will be despatched for the above Ports on SATURDAY, 29th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Surgeon and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th September, 1906. [160]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, A.D.E.N., EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"SALAZIE"

Captain Alland, will be despatched for MARSEILLES on TUESDAY, the 2nd October, at 1 p.m.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "MONTANTEN" ... 16th Oct.

S.S. "MONTANTEN" ... 30th Oct.

S.S. "MONTANTEN" ... 13th Nov.

S.S. "ARMAND BEHOT" ... 27th Nov.

S.S. "ERNEST SIMONS" ... 11th Dec.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th September, 1906. [2]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blako Pier. 3. From Blako Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AMSTERDAM & ANTWERP.	CYCLOPS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day.
LONDON DIRECT VIA RUHR PORTS OF CALL.	OSBANA	Brit. str.			P. & O. S. N. Co.	On 5th Oct., at Noon.
MARSEILLES, LONDON & ANTWERP, &c.	SOCOTRA	Brit. str.		W. R. Hickey	P. & O. S. N. Co.	About 27th inst.
MARSEILLES, &c. VIA PORTS OF CALL.	SALAZIE	Brit. str.		Ailland	MESSAGERIES MARITIMES	On 2nd Oct., at 1 p.m.
BREMEN, VIA PORTS OF CALL.	PRINZ HEINRICH	Ger. str.		Grosch	MELCHERS & CO.	To-morrow, at Noon.
HAVRE, ROTTERDAM & LIVERPOOL.	KINTUCK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 30th inst.
HAVRE, ANTWERP & HAMBURG.	SENIGAMBIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINE	On 10th Oct.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Kiesel	HAMBURG-AMERIKA LINE	On 16th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 16th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINE	On 30th Nov.
COPENHAGEN, SCANDINAVIAN, &c. BALTIC PORTS	NICOBAR	Dan. str.			MELCHERS & CO.	About End of Oct.
NAPLES, HAVRE & HAMBURG	HESBURN	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINE	On 2nd Nov.
TRIESTE, &c. VIA SINGAPORE, &c.	SILBIA	Aus. str.		Stabila	SANDER, WIELE & CO.	On 27th inst.
FIUME & TRIEST	LIBERIA	Ger. str.	k. w.	Kier	HAMBURG-AMERIKA LINE	To-day.
NEW YORK VIA PORTS & SUEZ CANAL.	ERROLL	Brit. str.			DODWELL & CO., LTD.	About 9th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	SOUTH AMERICA	Am. str.			SHAW, TOMES & CO.	On 16th Oct.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 27th inst., at 4 p.m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGNE	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 3rd Oct., at Noon.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN.	NINGHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 29th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	LYRA	Am. str.		G. V. Williams	DODWELL & CO., LTD.	On 29th inst.
SALINA CRUZ, CALLAO & IQUIQUE VIA JAPAN PORTS	KASATO MARU	Jap. str.			TOYO KISEN KAISHA	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.		Lenz	MELCHERS & CO.	To-morrow, at 4 p.m.
AUSTRALIAN PORTS VIA TIMOR	AUSTRALIAN	Brit. str.		St. John George	GIBB, LIVINGSTON & CO.	On 29th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	T. Moore	BUTTERFIELD & SWIRE	On 5th Oct.
NAGASAKI & VLADIVOSTOCK	DAPHNE	Ger. str.		Schippert	HAMBURG-AMERIKA LINE	Beginning of Oct.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	NILE	Brit. str.		E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 29th inst.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	YOHON	Dan. str.			MELCHERS & CO.	About 10th Oct.
JAPAN VIA SHANGHAI	LIANGCHOW	Brit. str.	1 m.	Jurriane	JAVA-CHINA JAPAN LINE	Quick despatch.
TIENSIN	KOWLOON	Ger. str.		H. Harder	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI & CHINKIANG	KWONGSANG	Brit. str.		C. Stehr	SIEMSEN & CO.	Quick despatch.
SHANGHAI	KWONGSANG	Brit. str.		JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
SHANGHAI, T'AI, N'SAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.			MELCHERS & CO.	To-day.
SHANGHAI, KOBE & YOKOHAMA	BRISGAVIA	Ger. str.	k. w.		HAMBURG AMERIKA LINE	On 28th inst.
SHANGHAI, YOKOHAMA & KOBE	HAMBURG	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINE	On 29th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SOSHU MARU	Jap. str.		T. Suruga	OSAKA SHOSHEN KAISHA	On 30th inst., at 10 A.M.
SHANGHAI	YOHON	Brit. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	On 1st Oct.
SHANGHAI, KOBE & YOKOHAMA	TOCHIAN	Brit. str.		Lancha	MESSAGERIES MARITIMES	About 1st Oct.
SHANGHAI	SIMLA	Brit. str.		P. R. Sumner	P. & O. S. N. Co.	About 3rd Oct.
NINGPO & SHANGHAI.	KIKIANG	Brit. str.	1 m.	Davies	BUTTERFIELD & SWIRE	On 28th inst.
SWATOW VIA SWATOW & AMOY	MASAN MARU	Jap. str.		S. Tagami	OSAKA SHOSHEN KAISHA	On 30th inst., Daylight.
ANPING VIA SWATOW & AMOY	AKASHI MARU	Jap. str.		J. A. Merlio	OSAKA SHOSHEN KAISHA	On 3rd Oct., at 10 A.M.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIK & CO.	To-day, at Noon.
MANILA	TEAN	Brit. str.	1 m.	Sommerville	BUTTERFIELD & SWIRE	To-day.
MANILA	YUENSANG	Brit. str.		F. Mooney	JARDINE, MATHESON & CO.	On 28th inst., at 4 p.m.
MANILA	ZAFIRO	Brit. str.		R. Rodger	SHAW, TOMES & CO.	On 29th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	RUBI	Brit. str.		R. Almond	SHAW, TOMES & CO.	On 6th Oct., at Noon.
SINGAPORE, PENANG & CALCUTTA	POKSANG	Brit. str.		W. E. Sawyer	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	KUTRANG	Brit. str.		Bradley	JARDINE, MATHESON & CO.	On 27th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.		J. G. Spence	DAVID SASSON & CO., LTD.	On 28th inst., at 3 p.m.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 29th Sept., Noon.
RUBI	2540	R. Almond	Manila	On 6th Oct., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 25th September, 1906. [15]

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "SOUTH AMERICA" ... On 16th October.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS

Hongkong, 9th August, 1906. [18]

HAMBURG-AMERIKA LINE. HOME LINE-OUTWARD.

DESTINATION	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	BRISGAVIA	25th Sept.
SHANGHAI, YOKOHAMA & KOBE	* HABSBURO	25th Sept.
YOKOHAMA & KOBE	SEGOVIA	Beginning of Oct.
SHANGHAI, KOBE & YOKOHAMA	SITHONIA	14th Oct.
SHANGHAI, YOKOHAMA & KOBE	C. FERD. LAIBSZ	25th Oct.
SHANGHAI, KOBE & YOKOHAMA	ANDALUSIA	13th Nov.
SHANGHAI, YOKOHAMA & KOBE	AMERICA	27th Nov.

HOME LINE-HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

DESTINATION	STEAMERS	TO SAIL
HAVRE, ANTWERP and HAMBURG	SENIGAMBIA	On 10th Oct.
HAVRE, BREMEN and HAMBURG	SUEVIA	On 16th Oct.
NAPLES, HAVRE and HAMBURG	* HABSBURO	On 2nd Nov.
HAVRE and HAMBURG	Capt. Filler	On 16th Nov.
HAVRE and HAMBURG	BRISGAVIA	On 30th Nov.
HAVRE and HAMBURG	SITHONIA	On 30th Nov.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity. Duly qualified doctor and stewardess on board. Laundry on board.

FIUME and TRIESTE (LIBERIA) ... On 25th Sept.

Taking through cargo to Fiume, Venice, etc. The ship will have a quick despatch at Singapore and Colombo.

COAST SERVICE.

STEAMERS	DESTINATION	TO SAIL
DAPHNE	NAGASAKI & VLADIVOSTOCK	Beginning of Oct.
KOWLOON	SHANGHAI & CHINKIANG	To Follow.
LYDIA	SHANGHAI & CHINKIANG	Freight & Passengers.

* Taking Cargo at Through Rates to TIENTSIN and CHENGDEU.

For Freight and Passage, apply to

For Steamer of the Coast Service Marked * to

HAMBURG-AMERIKA LINE, HONGKONG OFFICE.

SIEMSEN & CO. [12]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4417	G. V. Williams	On 29th September.
SHAWMUT	9606	E. V. Roberts	On 24th October.

* Cargo only.

CHEAP FARES. EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 4th August, 1906. [17]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
* SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 25th Sept., 3 p.m.
* SHANGHAI	"KWONGSANG"	Wednesday, 26th Sept., 4 p.m.
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Thursday, 27th Sept., 3 p.m.
* MANILA	"YUENSANG"	Friday, 28th Sept., 4 p.m.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yungtze Ports.

For Freight or Passage, apply to

Hongkong, 25th September, 1906. [18]

EAST ASIATIC CO., LTD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD. ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
YOKOHAMA, KOBE, MOJI and VLADIVOSTOCK	"SIAM"	On or about 10th Oct.

COPENHAGEN, SCANDINAVIAN, GERMAN, RUSSIAN & BALTIC PORTS ... On or about End of Oct.

For Further Particulars, apply to

MELCHERS & CO., AGENTS. [137]

Hongkong, 25th September, 1906.

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Hongkong, 22nd August, 1906. [1166]

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